picious. The Shamrock slipped her grings in the bend of the Horseshoe at half past 9 o'clock, a full hour earlier than usual, and was taken in tow for the starting line off the Ambrose Channel lightship. She was spick and span from the overhauling, shampooing and mani-curing she had received while in dry dock Thursday, but she wanted to test her new topsail—a much smaller bit of canvas than she had been carrying—and also to try out before the warning whistle her new main sheet traveller, the deck fastenings of which had given way slightly during the Wednesday race. As she bobbed gently on her towline in her cruise down the bay the sea was calm. with a gentle breeze, as mild as a pussy

cat's smile, wafting from southward. Resolute at eighteen mintues past 10 dropped her moorings also and stood out under her own sail. Her tug, the James Dougherty, however, was running shead of her and later took the white defender in tow. Both arrived near the starting line before the descending pall of fog

Wiped everything out of the picture,
Boats of the observation fleet and the
destroyers and other patrol craft were As they jogged leisurely down the bay and out through the Narrows the morning haze was playing mischievous pranks with visibut it was easy yet to see a mile

#### Excursion Boats Vanish.

But when the Semmes, the destroyer carrying the morning newspaper men, nosed her way slowly down to the lightship the outlock was changing speedily. One by one the excursion steamships, which had been glimpsed vaguely cluster-ing about the old beacon vessel, vanished as by the touch of a magic wand. The police tug John F. Hylan, which a oment before had been echoing to the cheers of a merry party as they Thomas leaning forward from the bridge of the Victoria, disappeared as though the sea had opened a path for her to Davy Jones's locker. So did the stanch yacht chartered by the Irish

bagonet himself.
Then the lightship Relief, which has taken the place temporarily of the regular Ambrose light vessel and which is painted a dirty brick red instead of a saffron yellow, suddenly turned a ghostly pallid gray and then was in this beating to windward the Resource of the place temporarily of the propelling their long sweeps and propelling their dory out toward the waste of the propelling their long sweeps and propelling their long sweeps and propelling their long sweeps and propelling their dory out toward the waste of the propelling their long sweeps and sweeps

swallowed up in the void.

At half past 11 o'clock not one vesse. uld be seen from the deck of another, ne fog blanket had become an opaque, servation fleet was smaller than those greater was the distance the Sham-of last week, there were many scores of rock fell off to leeward. Her skipper the area of a few square miles. Others, tooting their warning whistles, were stealing slowly down the bay, feeling their way daintily forward. From the great fog horn of the lightship at in mournful cadence of her fog alarm. The hoarse, melancholy warning was groaning only a few cable lengths beyond the sharp prow of the Semmes and five ther destroyers, to say nothing of coastguard ships and crowded excursion boats Corsair like a guardian angel of the goal

vallowed in the imminent vicinity. anchor, all were floundering about blindly tooting whistles, ringing bells. from the bridge of none of them could cautious captain see what perchance yards beyond his nose. The fact that no accident has to be recorded is conincing testimony to the trustworthiness of the skippers.

#### Fog Lifts and Disappears.

Postponement signals were hung out from the yards of the committee boat Barryton before the fog bloited it out. Aboard the Semmes her passengers fretted "They'll wait an hour or then they'll have to declare it off for

His gloomy prediction was negatived simost as soon as it was spoken. The ceptibly. Then, like the rising of a vast urtain, the fog rolled upward and it was a veritable transformation scene. As the sun broke through the dun, gray pall there lay the nautical panorama right under your eyes. It was like the rising of a curtain on huge and beautifully wrought stage

proximity of the ships which had nosed their precarious way in close beside your own craft during the eclipse and whose own craft during the eclipse and wose presence never had been suspected save because of an uncertain toot occasionally out of the abysinal fog. To those aboard the Semmes, which had reached the seene just as the mists closed down. it was the first glimpse the morning had from the field of vision as effectually as afforded of the trim sloops. But there's though all had been mink "without a they were-stars in the spectacle, awaiting the applause that is their right-slowly, gracefully gliding to and fro to lightship and the Barryton.

But to the northward, all decked ou in their signal squares and pennants, many of them flying all the bunting they had in their lockers, lay the aightseeing fleet in its holiday garb: Its individual members-river and sound steamships. tugboats, Coney Island craft, barges, two or three trim schooner yachts, and somewhere off to the no an impressive flotilla of motor cruisers the sound of a cannon. were clustered as thickly as flies about

Some of them, while the forbank had Some of them, while the fogbank had at least blowing at a twelve knot gail perior seamanship and more agile hand-concealed their felonious purpose, had The whitecaps were dancing now on ling of her canvas managed to increase distributions to the strength of the strength inary line that must be kept sacred to the exclusive use of the Cup rivals. Now the exclusive use of the Cup rivals. Now of every spar, every shred of rigging in greater detail of the Resolute's suthat the renewed sunshine had betrayed For weeks we have been told that the perior handling. Enough to say here fussy destroyers, submarine chasers and coastguard ships, policemen of the ocean boulevard, began to bluster about, uttering angry, staccate blasts which said as plainly as words: "Come move on, there, before I run you in!"

#### Few Airplanes on the Scene.

Many surprises were revealed by the lifting of the fog screen. One of the most pleasant of them was Sir Thomas' chartered yacht, Victoria, lying only the Sommes. Sir Thomas leaned over the bridge and waved his cap with courtesy and enthusiasm in response to the greetings shouted to him from the press men on board. He was in his usual buoyant, optimistic mood. The that disappointing result he did not hesitate to express his appreciation of the splendid handling of the Resolute alike by skipper and crew.

The air squadron, for the first time, was not part of the picture. Only one or two airplanes careened above the racers instead of a whole flock of them, and the picturesque blimp, which had been a faithful attendant upon the star performers daily, had bumped her silvery nose upon the rocky reefs of Rockaway and was, for the time being,

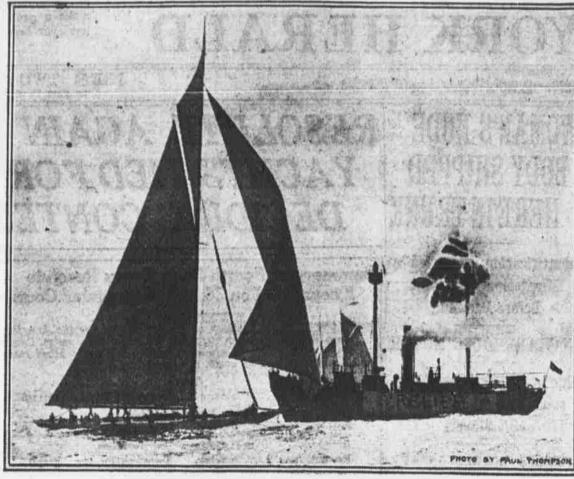
Sunshine had conquered the fog and a gentle five-mile breeze was fanning the cheeks when the yachts got away, Resolute in the lead. The first leg of the triangle took them, as did the Wednesday event, down the Jersey coast to the first mark, which lay abou five miles off Long Branch. The ex-cursion fleet, with Mr. Morgan's black hulled Corsair leading, got under way and followed like a pack of hounds

after their quarry.

As the racers stood down toward the Highlands their course took them directly toward a big four masted schooner, a none too common sight nowadays. Under a full spread of can vas she was bowling along up the coast, and she must have had imperative busi ness, for she never checked her headway to look at the race over which

two continents are all aquiver. Their course took them down among the lobster pots and the fishermen Three miles or more off shore the Semmes had to sound her warning blast to order off the course a stolld pair of

#### Resolute, Cup Defender, Going Over the Finish Line.



leieurely pulling their long sweeps and

lute is in a class by herself. The Irish craft is not in this kind of competition. The way the Herreshoff creation points The fog blanket had become an opaque, up into the wind looks like witchery, impenetrable thing. Though the obessels, large and small, crowded within did not indulge in any of those zigzag hitches with which he enlivened Wednes day's proceedings in his effort to get out from under the American's lee.

With a breeze increased now to eight tervals of fifteen seconds came the fast. There was white water cascading from their bows, and their crews lay lined up like boxed sardines packed side by side, prone on the sloping decks along the weather rail. Thus they swept down

The Resolute here gave one of her rettlest demonstrations of superiority team work and alert seamanship She had a lead of more than a minute and a half as she swung easily around the mark buoy, but so keen was her crew that before she had quite made the turn the baby jib topsall she had been carrying in her windward work was taken in, and she had not yet squared away for the second leg of the journey when her big reaching jib topsail was broken out and pulling flawlessly. When the Shamrock came around it took her crew nearly three minutes to perform the same feat.

Each yacht, as it rounded the buoy was saluted lustily by every vessel in the pursuing fleet that had any kind of vocal abilities from a squeak to a roar. On the broad reach down seaward to the second ten mile post the wind in-creased to a twelve knot pace. Under its impact the Irish yacht began to pick up a few seconds of those she had lost in the thrash into the wind. But she was not gaining fast enough to overhaul the

#### Run Into Baffling Mist.

Both sloops were healed over handely now and the weight of the wind still was growing. At 3:30 it was again growing hazy, a portent probably of the coming squall. The sky plercing topmasts of both yachts were lost in the overhanging fog screen. Again half the

windward of the line established by the contestants now are charging down to-They, as ward the marking buoy two boat lengths a twinkling everything movable on deck always, were in the spotlight of the pic- off the sterfi of the Corsair. The mist was made fast. Over the bow gun and

reaching sails. As the second turn was rounded each boat won a whistled salute from every vessel in the observation florula, and somewhere off to the northward boomed

at least blowing at a twelve knot gait. Lipton yacht could not really do her-that when she swept across the finish, as self credit until she got a wind that the sun was thrusting through the storm seif credit until she got a wind that would bowl her over well to leeward and bring her "down to her true racing lines." Well, if she was not down to those racing lines yeaterday in the third leg of the race she must carry them deeper than her freak twenty-six foot centreboard.

Self credit until she got a wind that the sun was trusting through the storm clouds, her bellowing balloon jib trembled with the volume of the din. It was a roar and screech to which every shaw the fleet contributed in generous quota. None spoke more vociferously than the hoarse metallic throat of the Victoria as Sir Thomas leaned from the foot centreboard.

#### Time Made by Yachts in Four Races for Cup

HERE are the official time reccontests for the America's Cup: First race (fifteen miles to windward and return).

Elapsed Time. Turn. H. M. S. H. M. S. Shamrock IV .... 2 56 01 4 24 48 Resolute ...... 2 52 14 Disabled.

Second attempt called off; no race (triangular course, thirty Elapsed Time.

Shamrock IV., 3 23 28 5 49 14 off. Second race (triangular course

Resolute

H.M.S. H.M.S.

2 47 14 5 15 01 Called

Turn. Finish.

thirty miles). Elapsed Time. First Second Turn. Turn. Finish, H.M.S. H.M.S. H.M.S. Shamrock IV., 212 40 4 10 41 5 22 18 Resolute..... 2 16 15 4 19 10 5 31 45

H. M. S.

Third race (fifteen miles to windward and return). Elapsed Time

Shamrock IV .... 2 22 44 4 03 06 On corrected time Resolute won by her time allowance of

Fourth race (triangular course thirty miles). Elapsed Time.

First Second Turn. Turn. Finish. H.M.S. H.M.S. H.M.S. 2 34 47 3 25 49 4 39 25 Shamrock IV., 2 36 58 3 27 16 4 43 06 On corrected time. Resolute. with her time allowance of 6 minutes 40 seconds, won by 9 min-

utes 58 seconds. observation fleet that was trailing along | ish a black thunder head loomed to the a mile or more in the rear was wiped northward and angry muttering accompanied it. Captain "Bully" Norton it a brief but penetrating drive of tropical rain that reminded many of the

and forfeited the race Once more the wind gained weight once more the wind gained weight and vim. It was estimated now to be taking in her club topsail, and by su-Nothing parted aboard the Resolute

# LIPTON IS HOPEFUL

Continued from First Page

know why he did it."

The way the course is policed was praised by Sir Thomas Lipton and Sir never had seen such a clear, free course in any races on the other side. The "sporting instinct" of our ladies like-wise amaged Sir Thomas Dewar.

finish a European lady." There was a larger party of guests on the Victoria to-day than Wednesday. Among them were Sir John and Lady Ferguson, Col. S. Seymour Bulloch, Misses Eunice and Agnes Fitzgerald, modor daughters of former Mayor Fitzgerald Aloha. of Boston, and Miss Eugenie Whitmore. George Kessler of Philadelphia, who when a newsboy seventeen years ago

when the photographic squad made its

#### **HUGE CROWD TO SEE** DECIDING CONTEST

Tie Gives Added Interest to Race To-day.

There was a marked increase in the

The police boat John F. Hylan with weather of the first race day, when the Seventy-five passengers on board docked Yankee sloop parted her throat halyard at the Battery at 6:50 o'clock. A number of police inspectors and captains,

Odds on the races for the America's Cup shifted swiftly last night, and in what betting was recorded from the time announcement was made that the Resolute, the American defender, had again taken the measure of Sir Thomas Lipton's Irish challenger, Shamrock IV# Lipton come over time and again only to She was awash from bobstay to taffall. The Resolute, too showed bar sting of the fog screen. One of the starboard beam of scult toss off the starboard beam of soult toss off the starboard beam of soult toss off the starboard beam of soult toss off the starboard beam of the starboard beam ossing foam.

Only two or three miles from the fin- the jinx, if any, was on the Irish boat.

Only two or three miles from the fin- the jinx, if any, was on the Irish boat.

Thomas Dewar. They both said they

"Your ladies arouse my astonish-ment," he said. "They get up early in the morning and come downto these races day after day. About once would

sold Sir Thomas a paper at Wayne Junction for a dollar, which he bet and lost on Shamrock III., was on board as Sir Thomas's guest. He is now a coal hoist foreman, and it pleased Sir Thomas to be photographed with him

some clergymen and some out of town civilians were on board. The Taurus of the Iron Steamboat Company carried 500 passengers.

ODDS ON RESOLUTE AT 7 TO 5.

Betting Prices Shift Swiftly After Fourth Race.

Course Over Which Tying Race for Yachting Cup Was Sailed.

## SOCIETY YIELDS TO LURE OF YACHTS

Owners and Guests of Private Pleasure Craft Throng

Cup: "P" stands for port and "S Club Station. for starboard. Resolute.

WHIPPET MUCH ADMIRED Oliver G Jennings's Speedy Vessel Carries Party of Young Men. 34 11 P......

That interest in the fourth Cup race had been revived among the owners of at the New York station of the New DECIDE RACE TO-DAY York Yacht Club, at the foot of East of the third race, which the timid ones had missed, jured yachtemen out in force to see the crucial test of the series. Activity at the station, however, did not approach that on the first two days of

"It is like a course of instruction in who was waiting at the station for her ost and hostess to appear.

She spoke knowingly, as the modern ich a place as a yacht club station, the matter. The parent craft, almost invariably a According to the conditions agreed on steam yacht. Iny anchored outside, the races are to be started each day as Nowadays the power yacht, that has a near as possible to noon, New York more rapacious appetite for gasolene time, and cannot wait for better wifts. than a steam yacht ever thought of The committee must order the start as having for coal, proportionately speaking, may come right up to the landing its opinion to send the yachts away stage and permit the passengers to walk any follow later.

The only exceptions to this new rule of yachting interest yesterday at the yacht club's station were the steam yacht club's station were the steam was to windward. Tast by north on the yachta Aloha, owned by Commodors Arthur Curtiss James; Alicia, owned by Alfred I. du Pont; Narada, which long third. downto these has been the property of Henry Walters, and the Emerald, owned by John N. Those large coal burning craft pointed their bows to the tide in the East River in dignified aloofness, while a score of trim motor yachts shot in and out of the basin. Dr. and Mrs. Charles Fleming Day, Miss Nan Jarvis, Lewis F. Fressell were guests of Commodore and Mrs. James on board the

> One of the most interesting of the power yachts to leave the station for the race was the Whippet, owned by Oliver G. Jennings. No private craft was more appropriately christened, as her speed, approaching twenty-seven knots, is almost that of Louis Gordon speed. Hamersley's Cigarette, the rpeedlest hing in private motor craft in these The Whippet was originally on the 120 submarine chasers that left he Greenport shippards for war duty. Mr. Jennings bought her about the time of the armistice and has had a world pleasure on board the craft since. Yesterday Mr. Jennings took out a party

yacht Vasanita; put in at the station to pick up a few friends of their daughyacht Vasanita; put in at the station to pick up a few friends of their daughater. Miss Beatrice Pynchon, and then went on to the outer bay. Mr. and Mrs. John N. Willys salled for Europe yes-John N. Willys sailed for Europe yesterday on board the France, but their yacht Emerald went out with a party of six of their friends on board.

### FIRST REAL RACE PROMISED TO-DAY

Capt. Applegate Sees Chance for Shamrock.

Along the banks of the Shrewsbury all last evening gathered groups of the old timers who have watched Sir Thomas sail back with the cheery prophecy that next time he'd turn the trick in his effort to lift the America's Cup. Never was

Jackson Applegate, who is the expert so flat as they should have been for a advisor of winds and tides on the chalthrash to windward. Still she was footlenger. Nearly every one along the ing.
river from Navesink to Galilee waited. Shamrock held on until she was forced

on speaking terms with the other half Burton drove the yacht full to pull clear some one had the good sense to ask and then hauling sharply again held or Capt. Applegate about the conditions for to-day's race. He knew the question came from his old friend, Peter D. White, friend and critic of his salty

The captain looked carefully abou the horizon, saw that the outlook for a light breeze in the morning was favorable, and hinged his reply on the handi-

"There's a good chance for the Shamrock," he said. "Just what the outcome will be rests with the winds alone. We are all aware of the clever way in which the Resolute can work before the set can never overtake her on the tremendous handicap which she is still obliged to give. We have tried the light obliged to give. We have iried the light breezes off the land, we have been accought in calms and we have not been able to show enough superiority over the Resolute to overlap that handicap."

Telephones Broad 7380.6034.

#### Time Records of Tacks in Fourth Race of Series

THE following table shows the time record made by Resospective tacks over the thirty mile triangular course in the fourth race for the America's

Shamrock IV . 5 18 P. 27 22 P. (turn)..... 28 22 P. 5 45 P. (turn).... 50 28 P. (turn) .26 50 P.

Continued from First Page.

very light. Old salts declared that there west was not strong enough to dispel modern yachting to sit here and listen in the airen on the light vessel screeched and look while waiting for your captain out its warning in discordant tones.

to turn up," observed a young woman Then the wind strengthened a little and blew away the fog, so that the committee decided to make a start and gave the course directions.

By some not familiar with cup racing

yacht has undergone many changes in criticisms were made on the committee appearance in the last few years. The for starting so soon, when there were growing popularity of the power yacht indications that the wind would freshen the cause. In seasons not long gone as it did and by waiting half an hour the yacht's launch was the only craft longer have made the race more inter-to come alongside the landing stage of esting. The committee has no option in

second and northwest-half west on the

The tug went off to lay the marks Blue Peter ball and a sharp toot of the tug's whistle called attention to it. The committee's tug was anchored east, southeast from the light vessel, mak-ing the line at right angles to the wind.

At that time the two yachts were at the committee boat end of the line head-A little later Resolute wore ound, while Shamrock tacked and then ood toward the light vessel with the wind about abeam.

#### Interest Aroused at Start.

They moved slowly in the light air. and the manouvring was not interest ing until just two minutes before the starting signal was to be made, and then both yachts were to leeward of the line near the light vessel, and oth were on the starboard tack with the Resolute leading and nearest to the shower of rain the squall passed Jib topsails had been sent up in stops, and Shamrock broke out one of of young men, who included his son. B. Brewster Jennings, Russell S. Partiett, Gordon Millet and Benjamin Rieger.

Major-Gen. George B. Dyer's military duties had prevented him from witness- quickly than the challenger. The signumber of persons who went down the hay yesterday in sightseeing boats to view the yacht race. Though the crowds were much smaller than during the first two races, the increased interest seemed to presage an even larger attendance for to-day, when the last race of the series between the Shamrock and the Resolute will be sailed.

Reports received by the police from the various docking places indicated that all the boats which went to the races returned without unusual incident. As frong tide, coupled with a heavy fog which covered the harbor like a bianing any of the previous races. Yester- nal sounded, and the tow reached down

which covered the harbor like a bianket, made the incoming boats very slow
in reaching port.

The Plymouth of the Fall Plymouth of the Fall Plymouth of the Spanning to the But what mattered baffling mists?

Like a pair of ghostly wraiths the Cup contestants now are charging down toward the marking buoy two boat lengths off the sterfi of the Corsair. The mist rolls upward and away in time for them too. Then both sloops are spearing for it under the full spread of their big reaching sails.

The Plymouth of the Fail River line, back in his day, snapped some orders the Plymouth of the Fail River line, who went down to the sea in hoats. George J. Gould went out on board his power yacht Atlanta, but not for the his power yacht Atlanta, bu

ate and the spirits of all on the vachts and excursion steamers freshened with it, for a splendid contest was promised. At 1:15 o'clock Resolute's No. 2 jib topsail was changed for a small one and both yachts settled down on a long beat into the beach, the yacht getting there first gaining an advantage.

It was the same story that has now grown old. Shamrock footed very fast, but Resolute pointed higher and in that way more than offset Shamrock's speed. At first the crews on the yachts were to leeward, the men on Shamrock being gathered well aft, but as the wind in-creased in strength they were moved one or two at a time to the weather

Britons Slow in Changing Sails. Just eight minutes after Resolute had changed her topsail Shamrock's men there interest more at high tension than hauled down the baby jib topsail and it was last night. With the races two set up the tiny one that had been used and two, they rehearsed every tack and in the last race. They were slow com-every turn of wind of the races already pared with the Resolute in making the change. By 2 o'clock the yachts were Chief among them, easerly sought off Seabright, still heading in shore after in the hope that he might let fall Rosolute was sailing perfectly, but some bits of wisdom, was Cap'n Andrew Shamrock's head sails were not nearly

his opportunity to get a few words with to take the starboard because a fish the captain- and the inside track on to- pound was in her way and she could not weather it. This was at 2:07 o'clock Delayed by the tide in the Shrewsbury Resolute held on the inshore tack for a and compelled to linger along the way minute and a half longer and then she in his sloop, the Charlotte, halted every too tacked and a few minutes later little while by knots of those who want-ed a tip on to-day's wind or tide, it was Rocks Bell Buoy, Resolute far to windlong after dark before the Captain set ward and Shamrock close to the buoy.

The wind was still freshening. It was After the local skippers had argued now about nine miles strength, and back and forth about yesterday's race Resolute, in a position to windward, was until one-half of 'em weren't any longer cutting Shamrock's wind, so that Mr. cutting Shamrock's wind, so that Mr Burton drove the yacht full to pull clear

#### To See the Racing Yachts Resolute & Shamrock IV. TAKE THE 1:30 TRIP OF THE Passing close to Sandy Hook anchorage

THREE TRIPS DAILY

TO ATLANTIC HIGHLANDS wind. The Shamrock with all her sails Lve. Battery Pier "9:30 A. M., 1:30 & 8:00 P. M. EVENING Saturday & Sunday

off shore. The turning mark, which was about five miles east of Long Branch, was now in eight, and Resolute, having sailed a spjendid course, was able to make it on this tack. Shamrock had to

make a short hitch to fetch.
Resolute took in her baby jib topsall before reaching the mark and sent up a No. 1 jib topsail for the reach, while Shamrock carried her jib topsail right up to the mark and then made the change. This was poor judgment and lost time and the men were slow again in making the change and breaking out the sail, so that she was some minutes

without the big drawing sail. Resolute bore off by the 2:35:20, and Shamrock at 2:37:27. Res olute had taken A hour 33 minutes 47 seconds to sail the ten miles to wind ward and had beaten the Shamrock minute 44 seconds. This meant that on the two legs of reaching that were to follow Shamrock had to gain 8 minutes 24 seconds to put her on even terms with the American yacht at the finish. and that she had to sail each mile 25 seconds faster than the defender. Even her most optimistic supporters agreed that such a performance would be most

#### Wind Freshens for Race.

The wind had freshened to about twelve miles an hour. With their rails down to the water's edge the two yachts were speeding toward the next mark Shamrock changed her No. 1 jib topsall for the next size smaller and soon afterbrose Channel light vessel the wind was ward Resolute made a similar change. Shamrock was closing up steadily, but would be a nice northwest wind, but not nearly so fast as she had to do it

order to win. It was a wonderfully fast reach to the haze and when a heavy fog shut ing gybed her boom to port at 3:28:01, in the airen on the light vessel acreeched, and, lifting her jib topsall over the stay. settled down for the reach home. Sham-rock gybed at 3:27:18. She had sailed the ten miles in 49:51, and on this leg beat the Resolute in actual sailing time by 50 seconds. Her speed had been within a slight fraction of twelve miles

shrouded in fog which had blown in again and then as the wind freshened to about eighteen miles an hour the fog was dissipated. The racers were stag-gering under their No. 2 jib topsails, which were taken in and small ones set. Resolute's men showed again how smartly they could handle sails.

To the north and to the southwest

thunder clouds had gathered and to the northwest a long streak of ugly looking clouds gave promise of some excitement before the race ended. Both yachts were lugging their club topsails and while Mr. Burton was nursing Shamrock Mr. Adams was still driving on with

Shamrock's club topsail was set the port side or to weather of the rigging on the tack they were sailing, while Resolute's big sail was to leeward of the rigging on the starboard side. I is difficult to lower a club topsail to leeward and to have done so, even if it had been contemplated, it would have been necessary to luff Resolute into the

#### Challenger's Big Sail Down. Two men were sent aloft on Sham ock and soon the big sail was allding

down, and as it came down that yacht first bore off to catch what wind there might be in the squall to the northwest, and then finding that it amounted to little she luffed and headed to meet the other squall. While she was doing this Resolute's jib topsail was taken in. Had the squall acted as viciously as it looked Shamrock was now snug and well able to battle with it, while Resolute was in bad shape. Shamrock carried a better wind and reached past Resolute into the lead. In a hard leaving first Resolute becalmed while Shamrock carried a good breeze, and then with a few light puffs from the northwest, which gave more windward

work, it passed over.

The original south southwest wind had won the battle of the elements and soon

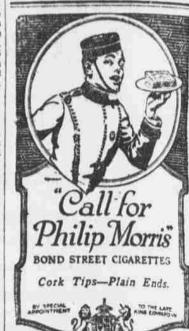
leg of the course through the squall and she had beaten the Shamrock 2 minotes 24 seconds on that point of sailing. Resolute had beaten Shamrock 3 min utes 18 seconds actual time, or 9 minutes 58 seconds corrected time.

YACHT PHOTOS 'CABLED' OVER London Paper Prints Pictures Sent

by Photo-telegraphy. LONDON, July 23 .- Two pictures of Tuesday's race between the Shamrock and Resolute, described as having been transmitted by photo-telegraphy, are printed by the Daily Mirror. The newspaper admits they are im

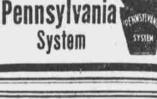
perfect and not wholly accurate, but ontends that when the experimental stage of transmitting photographs by telegraph is passed and the apparatus developed it will be possible to transait pictures by this process to any part of the world.





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## The Greatest Swimming Contest Ever Held in America!!!

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The Entire American Olympic Swimming and Diving Teams Will Hold a Farewell Competition DUKE KAHANAMOKU and seven othe. Hawai an champion

NORMAN ROSS and twelve other champions of the United States-ETHELDA BLEIBTREY, CHARLOTTE BOYLE and the other women champions of the United State: and Hawaii. Tryouts to select the members of the 800 meter team race. meter team race between men and women Miss Bleibtrey will try to break the 220 yard world's record.

Various short and long distance races. High and low, plain and fancy diving. ALL IN THE GREAT RACING LAGOON AT

## Manhattan Beach **Baths**

This Lagoon is in a separate part of the great Manhatt an Beach Baths enclosure and the racing events do not interfere with bathing on the beach or with baseball, handball, basketball, medicine ball, volley-ball, fun in the Kiddie-Pool and other sports.

Great Sunshade facing the ocean, with steamer chairs. Manhattan Beach Band plays every afternoon. harges This Day-

Take Brighton Beach El to Sheepshed Bay Station and change to Manhatta Beach Car; or Ocean Avenue surface ness to Sheepshead Bay and cross Bridge.

salt water Izaak Waltons, who wer

